

DOCKS

HONGKONG AND WHAMPOA DOCK COMPANY.

The Company's Docks at Whampoa are in full working order, and the attention of Shipowners is requested to be directed to the advantages which the Establishment offers for the Docking and Repair of Vessels.

The following description of the Docks is submitted for the information of the Public:

DOCK A.

Built of Granite. Length, 550 feet. Depth of Water at Spring Tides, 20 ft. Depth of Water at High-water, 17 ft. do. Neap, 13 ft. This can be used either as one or two Docks.

DOCK B.

Built of Granite. Length, 340 feet. Breadth, 60 ft. Depth of Water at Spring Tides, 18 feet. do. Neap, 15 ft. This Dock is at present under alteration; the above dimensions apply to the finished Docks, fitted with every appliance in the way of Universals, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.

Built of Wood. Length, 2000 ft. Depth of Water at Spring Tides, 11 ft. do. Neap, 9 ft. Fitted with Gates and Steam Pumps.

DOCK D.

Length, 161 feet. Depth of Water at Spring Tides, 10 ft. do. Neap, 9 ft. D. and E. are Mud Docks available for small vessels.

DOCK E.

Length, 120 feet. Depth of Water at Spring Tides, 11 ft. do. Neap, 8 ft. D. and E. are Mud Docks available for small vessels.

WORKSHOPS.

The Workshops on the Premises possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineers' Shops are supplied with Large Diesel Engines, Pumping Machinery, &c., capable of executing work on the largest scale, and driven by Steam, the Shipwrights' and Blacksmiths' Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.

Powderfittery, Sheet metal, &c., a Jetty, alongside which vessels can lie in 24 feet water and take in and out bottoms, &c.

BOILERMAKER'S DEPARTMENTS.

The Company in addition to executing Repairs is prepared to tender for supplying new Boilers to Steamers, for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply at moderate rates all the necessities for Shipwork, such as Paints, Copper, Canvas, &c., &c.

STEAM PUSS.

The Company's powerful Steam TUG Puff, (100 Horse-power nominal) is always in readiness to Tow vessels from Hongkong to the Docks free of charge, and will take them back, or to Sea at reduced Rates.

For further particulars, apply to G. N. MINTON, Manager at Whampoa, or in Hongkong to D. LAPRAIK, Secretary.

N.B.—The Congress or Master of any Vessel testing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, or the conduct of the Superintendents—when their complaints will receive the immediate attention of the Directors of the Company.

Hongkong, April 20, 1864.

PORT OF AMOY.

GENTS and Commanders are informed that the above Port afford every facility for Repairing, Cleaning, Painting, and Fitting Iron Ships, at moderate charges.

Their large GRANITE DOCK, 250 feet Long on the Block, with 19 to 21 ft. Water in the entrance at Spring Tides, and fitted with Tainter Gate and Steam Pumps, is in complete working order, and is supplied with every description of materials.

EUROPEAN FOREMEN superintend the work in all Departments.

15-17 Amoy October, 1863.

FOOTUNG DOCK,

Opposite Tun-hsien, Capital of Shanghai.

D. MUIRHEAD,

SUPERINTENDENT.

THIS Magnificent Dock is now ready to receive Vessels. It is the largest Dock in the East, 1000 feet long, and 300 feet wide. Dimension and Depth of Water being: Length over all, 1000 ft. 380 ft. Length on Block, 310 ft. Width at top, 125 ft. Width in the bottom, 50 ft. Width of Dock at High-water Neap tides, 160 ft. Depth of Water at High-water Spring tides, 21 ft.

There are Four powerful Steam Pumps capable of Pumping the Dock DRY in four hours and the Canal dry in less than half an hour. The Dock is the best in the state of the art, and its advantages not exceeded by any other Dock in China.

On the Dock ground is kept a large staff of Carpenters and Blacksmiths under the Superintendence of an experienced European Foreman.

There is also a most complete Machine and Engineering Establishment attached, thus enabling every article of Description necessary for the repair of Vessels and Machinery to be secured with the least possible detention.

The hire of the Dock for a period of three days after the Vessel shall have been in its place is £10 per ton per day, and for the hire of the Dock for each day over and above the said three days £7 per ton per day.

Porting this Company will not be responsible for any damage occurring to vessels by any unauthorised accidents to the Calson or otherwise, nor for the Docking of vessels.

Stowage shall pay on first tonnage.

The Dock shall be charged to be reported to the Consulate.

Captains of vessels before leaving the Dock must approve and sign their Dockage Bills, and give the Superintendent the name of the vessel's consignee.

All Dock bills shall be signed by the Superintendent and the Chairman of the Dock Company for the time being, and they will be collected through the Commercial Bank of India.

All communications in respect to Docking will be addressed to the Superintendent either at the Footung Foundry, or at the Dock itself.

LOGG BROTHERS,

Agents for the Dock Company.

Chinese Characters.

Chao-fu-chang-hang.

Nan-kin Road.

Shanghai.

15-17 Shanghai, 25th June, 1864.

LAMONT'S DOCK, ABERDEEN.

THIS DOCK, built of Granite, has been in full working Order for nearly Two Years. It is 333 feet long, with a Breach inside the Coping Stone of 76 feet, and a Depth of 22 feet. At Spring Tides, the Depth of water is the full of the Dock, i.e., 18 ft.; and at Neap Tides, from 15 to 16 feet.

Attached to the Dock is a powerful Engine, with a large set of Pumps, Saw-mills with both Vertical and Circular Saws; a powerful Steam Hammer; and every Requisite and Appliance for the REPAIRS of Vessels, both of Wood and Iron;—the whole under the Superintendence of EUROPEAN FOREMEN.

For particular regarding Docks, and other CHARGES, apply at East Point, or Aberdeen.

JOHN JAMISON,

John Jamison, Captain of Captain Cooper, the Peninsular and Oriental Company, aged 10. Friends.

DOCKS.

UNION DOCK COMPANY OF HONGKONG AND WHAMPOA.

CAPITAL £500,000 IN 500 SHARES OF £1,000 EACH.

TRADE.

HONKONG, 27TH October, 1864.

No telegram has been received by the Chamber of Commerce, this Mail.

It is stated that Her Majesty's steamer "Tamar" is ordered to be ready at Portsmouth about the middle of October, to embark troops for Hongkong. Lieutenant H. G. Thompson, 1st Battalion 1st Royals, has been appointed aide-de-camp to Major-General Guy C. D. M. Fitzroy in declaring that Napoleon III. was the founder of liberty in France, and the new commander of the troops in China.

Passengers to arrive.

Per P. and Stamer, Sept. 20, from Southampton.—To Shanghai: Miss J. Prevost, Mrs. H. G. B. Hargraves, Mr. D. H. Speer, R. M. French Marcellus, Sept. 25.—To Shanghai: Mr. Marshall, Mr. D. Anderson, To Hongkong: Mr. Marshall, Mr. D. Anderson, To Macao: Mr. Shultz, Mr. Turpin, From Marcellus, Oct. 12, to Shanghai: Mr. Turpin and friend, Mr. A. Shultz.

Per P. and G. Steamer, Oct. 14, from Southampton.—To Hongkong: Mr. H. G. Tait, Mr. W. G. Collier, and friend, Mr. A. Shultz.

Per P. and G. Steamer, Oct. 28, from Marcellus.—To Hongkong: Mr. W. G. Collier, and friend, Mr. A. Shultz.

Per P. and G. Steamer, Nov. 12, from Marcellus.—To Hongkong: Mr. Tait.

Per P. and G. Steamer, Nov. 12, from Marcellus.—To Hongkong: Mr. W. G. Collier.

The names and functions of the future Ministry are already given. M. de Parayguy, Minister of State, Mr. Boudet, Minister of the Interior, M. Kaussmann, Minister of the State, will become Minister of the Public works and M. Oberemeyer, professor of Naples will replace M. de Parayguy. M. de Parayguy, who is to be Minister of Finance and is to be appointed Minister of Finance and issue a new loan to make up the deficiency of 1864, and also to undertake important works in the provinces in order to lessen the burden of the people.

Per P. and G. Steamer, Nov. 12, from Marcellus.—To Hongkong: Mr. W. G. Collier, and friend, Mr. A. Shultz.

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The Daily Press

Thursday, October 27th, 10 A.M.

Second Edition.

REPORTS.

AMERICAN.

ERSON, Esq., Director of
ASSURANCE PLATES, Esq.
Co. of Bankers, etc.
q. (Anderson, Thomson &
ring, Esq., Director of the
Directors of the Merchant
Africa, Director of the Standard
Machine, Fraser & Co.,
Tyne Park Square,
Esq. (Kay, Inday &
Ullal, Renzie & Co., Cal-
eg, London, Chairman of
the late of William McMan-
son and Manchester,
Nixon, Esq., Queen's-
elli, Esq. (Novelli, & Co.)
of the late of H. and J.
(Swindall & Matthews),
Eny, M.P., Blair Adam,
En. 5. Queenborough Tor-
(Glazebone, Wylie & Co.),
Marine Department only.

Bankers
Bank, Lethbury,
solidated Bankers,

Agents
Ginny, Scott & Co.,
H. Finlay & Co.,
Gladstone, Wylie & Co.,
Gladstone, Wylie & Co.,
Macaulay, Fraser & Co.,
Fraser & Co.,
Macaulay, Watson & Co.,
G. & Co.,

having been appointed Agents
any in China, are prepared to
Marine Risks, at current rates.

TURNER & Co.
5 July, 1864.

UNDERWRITERS ASSOC-
ION OF BOMBAY.

having been appointed Agents
are prepared to accept
issuance Policies on the usual
London, Liverpool, Bombay,
Shanghai, Foochow, and
Hongkong.

ADAM SCOTT & Co.
December, 1863.

INSURANCE COMPANY
ROTTERDAM.

having been appointed agents
are prepared to issue
Hongkong, Amoy, Shanghai,
and other ports.

THOS. SUTHERLAND,
Agent.

1 March, 1863.

LONDON FIRE & LIFE
INSURANCE CO.

having been appointed Agents
at this Port, are prepared
against Fire to the extent of
or to Goddard's thereon.

SMITH KENNEDY & Co.
August, 1861.

NOTICE.

ORIENTAL STEAM TRANSIT
Co. return 15 per cent Bonus
settlements claims on one month's

DECEMBER & CO.

5 July, 1864.

INDUSTRY & CO.

having been appointed Agents
issuance Policies on the usual
London, Liverpool, Bombay,
Shanghai, Foochow, and
Hongkong.

ADAM SCOTT & Co.
June, 1863.

INSURANCE COMPANY
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